Notice of Preparation

To: _____ From: California Department of Transportation District 7
Division of Environmental Planning
120 South Spring Street
Los Angeles, California 90012

Subject: **Notice of Preparation of an Environmental Impact Report**

Lead Agency: California Department of Transportation District 7

Contact Person Gary Iverson

Street Address 120 South Spring Street

City/State/Zip Los Angeles, California 90012

Caltrans District 7 will be the Lead Agency for the proposed project and will prepare an Environmental Impact Report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

A scoping meeting for public agency representatives will be held on Tuesday, June 25, 2002 at Myra L. Frank & Associates Inc., 811 West 7th Street, Suite 800, Los Angeles, CA 90017 starting at 9:00am. A scoping workshop for the general public will be held on Monday, June 24, 2002 at the headquarters of the Los Angeles Metropolitan Transportation Authority, One Gateway Center, Los Angeles, CA 90012, in the Union Station Conference Room from 5:00pm to 7:00pm

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study ☒ is, ☐ is not, attached.

Due to the time limits mandated by State Law, your response must be sent at the earliest possible date but ***not later than 30 days*** after receipt of this notice.

Please send your response to Gary Iverson at the address shown above.

We will need the name for a contact person in your agency.

Project Title: Los Angeles Union Station Run-Through Track Project

Project Locations: Los Angeles (City (nearest)) Los Angeles (County)

Project Description: Los Angles Union Station (LAUS) serves Amtrak inter-city trains and Southern California Regional Rail Authority intra-city (Metrolink) trains. The station includes ten tracks, served by five passenger platforms. The Metropolitan Transportation Authority (MTA) operates a subway system beneath Union Station, as well as a bus transfer facility on adjoining property.

Union Station is not located directly on main line tracks, but rather is accessed via a set of spur tracks. The spur is connected at its north end to four legs: north- and south-bound to the Burlington Northern Santa Fe (BNSF) main line on the west side of the Los Angeles River, southbound to the Union Pacific (UP) main line on the east side of the river, and eastbound to the UP main line to Alhambra. The current operation of the station requires trains to pull into the terminal and then reverse their direction of travel after unloading or loading passengers. Since both entering and exiting trains must pass through the same set of tracks to connect to the main line, they are subject to delays either at the station platforms or on the connecting tracks while awaiting a slot at the platforms.

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

The proposed Run-Through Track Project would extend two of the tracks southward from Union Station and provide a new connection into the BNSF main line on the west side of the river. This would allow some of the trains that use the station to avoid the pull in/back out situation. The primary candidates for this operational improvement would be Amtrak's *Pacific Surfliner* service, which operates north to south between San Luis Obispo and San Diego. There are currently 26 trains per day on this service, with an additional train on Friday from Los Angeles to San Diego. Amtrak plans to increase this service over time, such that by 2020 there would be 32 trains per day. In addition to the Amtrak service, some of the 100 Metrolink trains that use LAUS each weekday could use the run-through facility.

The south end of Union Station adjoins two roadways that are at a lower grade than the station's platforms. These are the El Monte Busway, which is a dedicated transitway that serves the MTA bus facility, and the US 101 freeway. The proposed Run-Through Track Project would need to span over these two roadways and then traverse a developed urban area to connect to the main line. The area that would be traversed south of US 101 is a mix of commercial and institutional land uses, with some scattered residential uses. The economic viability of this area is largely dependent on the use of its streets for truck activity. Accordingly, the Run-Through Project is envisioned to occur on elevated structure in order to minimize impacts to street operations.

In addition, the proposed Run-Through Project must be on an aerial structure to pass over the MTA's Red Line service tracks. Additionally, there are up to four BNSF freight tracks between the BNSF main line tracks and the Red Line service tracks that must be spanned. The service tracks connect from the subway platforms under Union Station to the MTA Red Line maintenance and storage yard facility that is located between 1st and 4th Streets. The service tracks emerge from below grade south of US 101, near the east end of Ducommun Street, and continue southward. As the Red Line tracks continue southward toward the MTA facility, they branch to form a 10-track storage yard, along with nine tracks serving the maintenance facility.

Overall, the Run-Through Project structure would form an S-curve, connecting at its north/west end to track platforms at Union Station and at its south/east end to some point along the BNSF main line in the vicinity of the 1st Street Bridge. The particular alignment and touchdown point on the main line are the focus of key decisions to be made in this study. A range of potential alignments has been developed that could be located in the area north of 1st Street. These alignments are being screened to identify potential engineering and environmental problems.

For the purposes of environmental analysis, a general study area has been defined within which all alignment variations and physical and operational changes would occur. That general study area is bounded on the north by Leroy Street, which coincides with the location of Mission Tower and where the connecting tracks to Union Station now link to the BNSF main line. The eastern boundary is the Los Angeles River, which adjoins the east side of the railroad right-of-way of the BNSF main line. The western boundary is Alameda Street/North Main. The southern boundary is 4th Street.

Within the general study area, the area of potential construction for the S-curve is between Union Station/US 101 and 4th Street. Within the boundaries of the Union Station complex, changes could occur related to the configuration of tracks and platforms, and to provide accessibility improvements. It is anticipated that platform number 2, serving track numbers 3 and 4 would be elevated about five feet as part of the Run-Through Project. Preliminary design work indicated that these tracks and their platform would need to be raised in order for there to be sufficient vertical clearance of the El Monte Busway, which is immediately adjacent to the south end of Union Station. Gaining additional vertical height within Union Station also enhances the ability to cross over the US 101 freeway. North of Union Station, there could be changes within railroad right-of-way, but no activities outside of the right-of-way are foreseen.

The total distance of the proposed tracks is expected to be less than 2 miles. The proposed tracks would be constructed at a height that provides for 16 feet, 6 inches of clearance over all roadways, 19 feet, 6 inches of clearance over the Eastside Light Rail Train line or its lead tracks, and 26 feet of clearance over the railroads. The proposed structure would be about six feet in depth (and thus added to the above stated clearances) but could be shallower or deeper depending on engineering considerations.

The proposed elevated structure would be constructed as either an "H" or "T" style elevated structure. These "H" and "T" designations describe the general style of the support structure extending from the base of the elevated tracks to the ground surface. Construction of the elevated track structure would involve placing the support structures for the elevated rail tracks above existing streets and parcels. Acquisitions of public and/or private parcels will be required, based on the selected alignment.

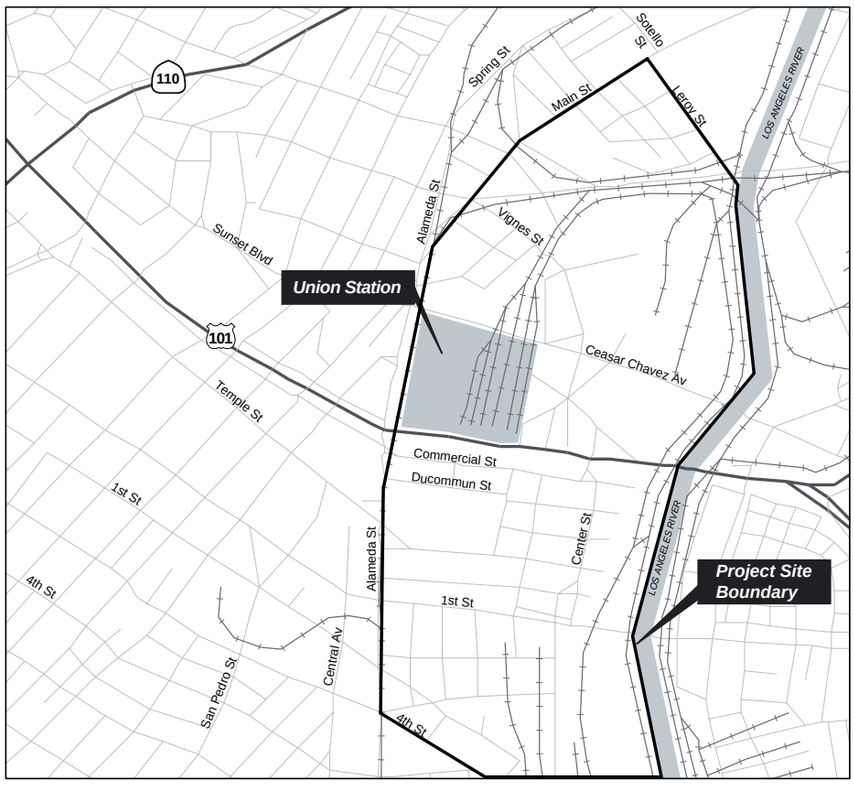
Date 06/10/2002 Signature Gary Iverson

Title Office Chief

Telephone 213-897-3818

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

Initiation of Environmental Studies and SCOPING MEETING for Proposed Union Station Run-Though Track Project in Los Angeles County



WHAT IS BEING PLANNED?

Presently, all trains pull into and then back out of Union Station. The proposed Run-Through Track Project would extend two of the tracks southward from Union Station and provide a new connection into the BNSF main line on the west side of the river. The proposed project would allow some of the trains that use Union Station to avoid the pull in/back out situation, and improve the efficiency of station operations. The Run-Through Project is envisioned to occur on elevated structure in order to minimize impacts to street operations. The Run-Through Project structure would form an S-curve, connecting at its north/west end to track platforms at Union Station and at its south/east end to some point along the BNSF main line in the vicinity of the 1st Street Bridge. The particular alignment and touchdown point on the main line are the focus of key decisions to be made in this study. The primary area of construction would be south of U.S. 101 and north of 1st Street.

WHY THIS NOTICE?

Caltrans is initiating studies for this improvement, in cooperation with the Federal Railroad Administration. Preliminary studies indicate that the appropriate environmental document should be an Environmental Impact Report/Environmental Impact Statement. Scoping Meetings are being held to gather public input about possible alternatives and environmental issues to be addressed in the studies. Details are provided below. A public hearing will be held in the future when the draft environmental documents been completed. That hearing will be publicized and you will be notified in advance of the time and location.

WHERE DO YOU COME IN?

You are invited to attend the Scoping Meetings to provide input about the alternatives and environmental issues to be studied:

PUBLIC SESSION: Monday, June 24, 2002. Open House from 5:00 PM to 7:30 PM. Metropolitan Transportation Authority Headquarters, One Gateway Center, Los Angeles. Union Station Conference Room, 3rd floor.

AGENCY SESSION: Tuesday, June 25, 2002. 9:00 AM 811 W. 7th Street, 8th floor, Los Angeles

CONTACT

Individuals who required special accommodation are requested to contact the District 07 Public Affairs Office at 1-213-897-4867 at least 7 days prior to the scheduled meeting date. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

If you wish to be on a mailing list for actions concerning this project or if you have any questions regarding this project, please contact Charlotte Kay at 213-897-9872.

Los Angeles Union Station Run-Through Track Project

Notice of Preparation Mailing List 11-Jun-02

Residents and Businesses within Project Boundaries

11-Jun-02

	Business/ Type/ Organization	Occupant Name	Physical Address	Mail Address/ Owner	City	State	Zip
1	Los Angeles City		400 S Main St	400 S Main St	Los Angeles	CA	90013-1314
2	Dynamic Builders Inc	Dynamic Builders Inc		17780 Fitch # Ste1	Irvine	CA	92614-6038
3	Dynamic Builders Inc	Dynamic Builders Inc	2114 S Hill St	2114 S Hill St	Los Angeles	CA	90007-1416
4	Mark A. Rothenberg	Sawasy Mitchell E	953 E 3rd St	953 E 3rd St	Los Angeles	CA	90013-1821
5	Graham & Bell Madison	Partnership	150 N Myers St	150 N Myers St	Los Angeles	CA	90033-2109
6	Uyeda S K Investment Corp		230 E 1st St	230 E 1st St	Los Angeles	CA	90012-3801
7	Daily Journal Corporation		915 E 1st St	915 E 1st St	Los Angeles	CA	90012-4050
8	Thirty By Investments		929 E 2nd St Apt 101	929 E 2nd St Apt 101	Los Angeles	CA	90012-4337
9	941 Loft Associates Llc		929 E 2nd St Apt 101	929 E 2nd St Apt 101	Los Angeles	CA	90012-4337
10	First Street South Plaza		201 S Santa Fe Ave Ste 100	201 S Santa Fe Ave Ste 100	Los Angeles	CA	90012-4338
11	St James Oil Corporation			25431 Cabot Rd Ste 107	Laguna Hills	CA	92653-5526
12	Thomas M. Anderson			393 Makin Ave	Palmdale	CA	93551-2934
13	Unall Enterprise Inc	Katz Edward		13128 Otsego St	Sherman Oaks	CA	91423-1520
14	South Alameda Properties Inc		360 S Alameda St	360 S Alameda St	Los Angeles	CA	90013-1706
15	Gold Realty Co			340 N Camden Dr Ste 302	Beverly Hills	CA	90210-5116
16	Hung R. & Vivine H. Wang			Po Box 16321	Beverly Hills	CA	90209-2321
17	Building Llc Binford		837 Traction Ave Ste 400	837 Traction Ave Ste 400	Los Angeles	CA	90013-1868
18	Minah Park	Sihn Jinah	1980 S Vermont Ave	1980 S Vermont Ave	Los Angeles	CA	90007-1252
19	Iwata Grant K & Vicki L			1440 Star Ridge Dr	Monterey Park	CA	91754-4527
20	P T C Partnership	Sussman Karl L & Deanne	710 Jackson St	710 Jackson St	Los Angeles	CA	90012-3443
21	Ngoc Tran Tran			1022 Trafalger Dr	Glendale	CA	91207-1140
22	Japan Travel Bureau Intl Inc		777 S Figueroa St Ste 4100	777 S Figueroa St Ste 4100	Los Angeles	CA	90017-5841
23	Barbara A. & Blake B. A. Blake			704 S Oakland Ave	Pasadena	CA	91106-3723
24	Michael J. Kamen		837 Traction Ave Ste 400	837 Traction Ave Ste 400	Los Angeles	CA	90013-1868
25	F & F Artists Lofts Assocs Llc			80 E Sir Francis Drake Blvd Ste 3b	Larkspur	CA	94939-1709
26	Jung Y. & Hoonae Chaing			30150 Avenida Celestial	Rancho Palos Verdes	CA	90275-5493
27	Hatsuko J. Kino			1418 Haloa Dr	Honolulu	HI	96818-1944
28	Roth Lewis			3532 Veteran Ave	Los Angeles	CA	90034-6112
29	Roberta E. Gill			11261 Jurupa Rd	Mira Loma	CA	91752-1751
30	Street Llc Chalmers-46			7901 Crossway Dr	Pico Rivera	CA	90660-4449
31	Bonami Inc			8730 Lankershim Blvd	Sun Valley	CA	91352-2515
32	Frances K. Hashimoto		800 E 4th St	800 E 4th St	Los Angeles	CA	90013-1802
33	S. L. Kwan		750 S Alameda St	750 S Alameda St	Los Angeles	CA	90021-1624
34	Kevin C. & Helen M. Lin			519 N Bedford Dr	Beverly Hills	CA	90210-3213
35	D. Anthony & Margarita Roman			1900 Canada Blvd	Glendale	CA	91208-2612
36	Joseph & Gail Zaritsky			2444 N Edgemont St	Los Angeles	CA	90027-1055
37	Norbert F. Flores			207 S Boyle Ave	Los Angeles	CA	90033-3406
38	Robert L. Walker		796 S 3rd St	796 S 3rd St	San Jose	CA	95112-5829
39	Anek & Montakan Bholsangngam		1442 Hill Dr	1442 Hill Dr	Los Angeles	CA	90041-1545
40	S K Uyeda Investment Corp		230 E 1st St	230 E 1st St	Los Angeles	CA	90012-3801
41	Hiroko Rikimaru			3839 S Victoria Ave	Los Angeles	CA	90008-1819
42	S K Uyeda Investment Corp		230 E 1st St	230 E 1st St	Los Angeles	CA	90012-3801
43	Hotel Llc Sogo		704 E 1st St	704 E 1st St	Los Angeles	CA	90012-4303
44	Pan Pacific Investment Corp			2327 Fargo St	Los Angeles	CA	90039-3126
45	Hiroshima Kenjinkai Of Southern California		712 E 1st St	712 E 1st St	Los Angeles	CA	90012-4303
46	Parviz & Liselotte E. Taherpour		124 N Vignes St	124 N Vignes St	Los Angeles	CA	90012-4030
47	St James Oil Corporation			25431 Cabot Rd Ste 107	Laguna Hills	CA	92653-5526
48	Cheng & Hsieh Y. Tsai			1933 E Merced Ave	West Covina	CA	91791-3648
49	Masayuki & Taka Ohashi	Makino Izumi & Emiko	810 E 1st St	810 E 1st St	Los Angeles	CA	90012-4311
50	Hispanic Urban Center Inc		1201 E 1st St	1201 E 1st St	Los Angeles	CA	90033-3215
51	Hispanic Urban Center Inc			1075 S Herbert Ave	Los Angeles	CA	90023-2509
52	Yuho & Keiko Nagata		1300 E 1st St	1300 E 1st St	Los Angeles	CA	90033-3218

53	United Methodist Ministries	Los Angeles District		3320 W Adams Blvd	Los Angeles	CA	90018-1838
54	K. Dave & Bertha A. Comar			3309 Warwick Rd	Alhambra	CA	91803-3635
55	Nolberto A. Zamora		1325 E 1st St	1325 E 1st St	Los Angeles	CA	90033-3217
56	Sunny Ma			540 E 219th St	Carson	CA	90745-3201
57	Kenneth C. & Peggy E. Deppe			933 Lawrence St	Placentia	CA	92870-7031
58	Naomi Olguin		1611 E 1st St	1611 E 1st St	Los Angeles	CA	90033-3315
59	Emma Arce	Villareal Carmen		306 Orange Grove Ave	Alhambra	CA	91803-1001
60	Steven S. Hanft			3356 Mentone Ave	Los Angeles	CA	90034-4631
61	Arthur Fleischman			2767 Butter Creek Dr	Pasadena	CA	91107-5904
62	Winca Enterprises Inc			401 E Valley Blvd Ste 200	San Gabriel	CA	91776-3589
63	2nd Far East Ltd		929 E 2nd St Apt 201	929 E 2nd St Apt 201	Los Angeles	CA	90012-4337
64	Lin 2001 Trust			238 W Las Flores Ave	Arcadia	CA	91007-8225
65	Japanese Evangelical Missionar	Society	948 E 2nd St	948 E 2nd St	Los Angeles	CA	90012-4317
66	Jin Han International Inc			2911 Compton Ave	Los Angeles	CA	90011-2224
67	Karp Leon & Luella & Trust			1570 Verde Vista Dr	Monterey Park	CA	91754-2381
68	Robert & Lilia Arranaga	Robert Arranaga /tr		25 Rivo Alto Canal	Long Beach	CA	90803-4039
69	Celaya Oliver V & Eloise N & Family Trust			1440 E Old Badillo St	Covina	CA	91724-2953
70	Phyllis Custodian Gilmore	Minor B Gilmore		12 Dickens Ct	Irvine	CA	92612-4029
71	808 E Third St Llc			1132 S Oakhurst Dr Apt 1	Los Angeles	CA	90035-1331
72	Archdiocese Of Los Angeles	Welfare Corp		3424 Wilshire Blvd	Los Angeles	CA	90010-2202
73	Wicksman Martin R & Davida & Trust			16016 Ysidro Pl	Pacific Palisades	CA	90272-4245
74	Luis L. & Sherry S. Yen			2813 Norsewood Dr	Rowland Heights	CA	91748-4838
75	William & Sylvia Steinberg			9111 Cresta Dr	Los Angeles	CA	90035-4116
76	Hung R. & Vivine H. Wang			Po Box 16321	Beverly Hills	CA	90209-2321
77	Arthur Fleischman			2767 Butter Creek Dr	Pasadena	CA	91107-5904
78	953 Associates Llc		953 E 3rd St	953 E 3rd St	Los Angeles	CA	90013-1821
79	808 E Third St Llc			1132 S Oakhurst Dr Apt 1	Los Angeles	CA	90035-1331
80	Dale K. Ogawa		120 S San Pedro St Ste 527	120 S San Pedro St Ste 527	Los Angeles	CA	90012-5300
81	Frances K. Hashimoto		800 E 4th St	800 E 4th St	Los Angeles	CA	90013-1802
82	Share Los Angeles Art		801 E 4th Pl	801 E 4th Pl	Los Angeles	CA	90013-1805
83	Rosoff Gertrude & Trust			16852 Severo Pl	Encino	CA	91436-4034
84	Mutual Trading Co Inc			431 Crocker St	Los Angeles	CA	90013-2114
85	Jung Y. & Hoon A. Chaing			30150 Avenida Celestial	Rancho Palos Verdes	CA	90275-5493
86	Masakazu		800 E 4th St	800 E 4th St	Los Angeles	CA	90013-1802
87	South Alameda Properties Inc		360 S Alameda St	360 S Alameda St	Los Angeles	CA	90013-1706
88	Senka International Inc		900 E 4th St	900 E 4th St	Los Angeles	CA	90013-1804
89	Makoto America Inc		101 Japanese Village Plaza Mall	101 Japanese Village Plaza Mall	Los Angeles	CA	90012-3908
90	Tak K. Woo	P W Woo & Sons Inc		60 Oceanaire Dr	Rancho Palos Verdes	CA	90275-5042
91	Randall 2001 Trust			1884 Peninsula Verde Dr	Rancho Palos Verdes	CA	90275-1051
92	Shun M. & Cecilia S. Lee			4123 Mount Baldy Rd	Claremont	CA	91711-1408
93	Strassburg Lorraine & Trust			16131 Meadowview Dr	Encino	CA	91436-3326
94	Iwata Richard & Vickie & Family Trust			912 Summit Pl	Monterey Park	CA	91754-4630
95	Iwata Grant K & Vicki L			1440 Star Ridge Dr	Monterey Park	CA	91754-4527
96	Honda Yoshiye & Trust			2250 Silver Lake Blvd	Los Angeles	CA	90039-3165
97	San Leandro Blvd Investment Co			Po Box570030	Tarzana	CA	91357
98	Shiu L. & Wai K. Kwan		750 S Alameda St	750 S Alameda St	Los Angeles	CA	90021-1624
99	Kyung Y. Cho		1015 E Adams Blvd	1015 E Adams Blvd	Los Angeles	CA	90011-5522
100	Claude E. & Nancy A. Kent		442 Colyton St	442 Colyton St	Los Angeles	CA	90013-2211
101	Arranaga Robert & Family Trust			25 Rivo Alto Canal	Long Beach	CA	90803-4039
102	I. D. & Gayle A. Weiner			28032 Sea Lane Dr	Malibu	CA	90265-4325
103	330 Alameda Llc		330 Alameda	330 Alameda	Los Angeles	CA	90013-1706
104	South Alameda Properties Inc		360 S Alameda St	360 S Alameda St	Los Angeles	CA	90013-1706
105	Baran Co Inc		1380 E 6th St	1380 E 6th St	Los Angeles	CA	90021-1236
106	William O. Brothers			8 Ocean Trace Rd	St. Augustine	FL	32080-6972
107	Franklin H. Olmsted	Olmstead F & J		240 W Charleston Rd	Palo Alto	CA	94306-4127
108	Pauline W. Hu		440 S Alameda St	440 S Alameda St	Los Angeles	CA	90013-1707
109	Dora Lau			2901 N Beverly Glen Blvd	Los Angeles	CA	90077-1704

110	Peter Karadjian		500 S Alameda St	500 S Alameda St	Los Angeles	CA	90013-1708
111	Braver & Sauer Investments			138 S Formosa Ave	Los Angeles	CA	90036-2816
112	Schubert Chris J Iii & Trust			2831 N Myers St	Burbank	CA	91504-1729
113	N & R Diamond Ents			3917 Corbin Ave	Tarzana	CA	91356-5618
114	Avery Storage Partners L P			11560 Tennessee Ave	Los Angeles	CA	90064-1513
115	Bernard & S. Dinerstein			13152 Hart St	North Hollywood	CA	91605-4639
116	Milton Koll Family Llc			4343 Von Karman Ave	Newport Beach	CA	92660-2005
117	Barbara D. Spangler			45 Kewen Pl	San Marino	CA	91108-1104
118	440 Seaton Inc			725 Chantry Cir	Simi Valley	CA	93065-5548
119	Itsuo & Fusako Tachibana		404 E 2nd St	404 E 2nd St	Los Angeles	CA	90012-4209
120	D. Anthony & Margarita Roman			1900 Canada Blvd	Glendale	CA	91208-2612
121	St James Oil Corporation			25431 Cabot Rd Ste 107	Laguna Hills	CA	92653-5526
122	Arthur Pt Fleischman			2767 Butter Creek Dr	Pasadena	CA	91107-5904
123	Soto Mission Zenshuji		123 S Hewitt St	123 S Hewitt St	Los Angeles	CA	90012-4307
124	Roman Catholic Archbishop Of L A		3424 Wilshire Blvd	3424 Wilshire Blvd	Los Angeles	CA	90010-2202
125	Fe & Washington Market I. Santa		761 Terminal St Fl 2nd	761 Terminal St Fl 2nd	Los Angeles	CA	90021-1100
126	Japan Travel Bureau Intl Inc		777 S Figueroa St Ste 4100	777 S Figueroa St Ste 4100	Los Angeles	CA	90017-5841
127	Roche S. Sanchez		451 S Hewitt St	451 S Hewitt St	Los Angeles	CA	90013-2215
128	Associated Shower Door Co Inc		431 S Hewitt St	431 S Hewitt St	Los Angeles	CA	90013-2215
129	Roth Lewis		3532 Veteran Ave	3532 Veteran Ave	Los Angeles	CA	90034-6112
130	Miller Donald Inc & P		447 S Hewitt St	447 S Hewitt St	Los Angeles	CA	90013-2215
131	Richard A. Sanchez		451 S Hewitt St	451 S Hewitt St	Los Angeles	CA	90013-2215
132	Smith James E & Elaine M & Family Trust		3764 Bountiful Blvd	3764 Bountiful Blvd	Los Angeles	UT	84010-3316
133	Tevet Sam & Ronit & Trust			1105 Kearney St	Los Angeles	CA	90033-2159
134	Western Mixers Inc			2910 N San Fernando Rd	Los Angeles	CA	90065-1322
135	Pastoral Proyecto		135 N Mission Rd	135 N Mission Rd	Los Angeles	CA	90033-2101
136	Mission Investment Group		150 N Myers St	150 N Myers St	Los Angeles	CA	90033-2109
137	Chylinski Richard J & Family Trust			1550 E Puente Ave	West Covina	CA	91791-1057
138	Salvador & Maria G. Corona			3630 Brunswick Ave	Los Angeles	CA	90039-1728
139	Robert L. & Denise E. Walker		237 N Mission Rd	237 N Mission Rd	Los Angeles	CA	90033-2103
140	Robert L. Walker			796 S 3rd St	San Jose	CA	95112-5829
141	Carlos & Guillermo Almanza			14050 Beckner St	La Puente	CA	91746-2601
142	Rory George E & Patricia & Trust			4129 Mesa St	Torrance	CA	90505-6311
143	Joseph & Gail Zaritsky			2444 N Edgemont St	Los Angeles	CA	90027-1055
144	415 Molino Partnership		415 Molino St	415 Molino St	Los Angeles	CA	90013-2223
145	Joe & Mae Akita			13034 Keswick St	North Hollywood	CA	91605-1918
146	Kelly Hames	Suzar Jolynn	423 Molino St	423 Molino St	Los Angeles	CA	90013-2223
147	Roberta E. Gill			11261 Jurupa Rd	Mira Loma	CA	91752-1751
148	Molino Street Partners		500 Molino St Ste 300	500 Molino St Ste 300	Los Angeles	CA	90013-2273
149	David M. Trowbridge	Kaufman Carol	511 Molino St	511 Molino St	Los Angeles	CA	90013-2225
150	Graham Madison	Bell Partnership	150 N Myers St	150 N Myers St	Los Angeles	CA	90033-2109
151	Walker Foods Inc		237 N Mission Rd	237 N Mission Rd	Los Angeles	CA	90033-2103
152	Joseph & Gail Zaritsky		2444 N Edgemont St	2444 N Edgemont St	Los Angeles	CA	90027-1055
153	Los Angeles County Metropolitan Transportation Authority		214 S Santa Fe Ave	214 S Santa Fe Ave	Los Angeles	CA	90012-4323
154	Michael Brewer		215 S Santa Fe Ave # 17	215 S Santa Fe Ave # 17	Los Angeles	CA	90012-4315
155	Frances K. Hashimoto		800 E 4th St	800 E 4th St	Los Angeles	CA	90013-1802
156	440 Seaton Inc			725 Chantry Cir	Simi Valley	CA	93065-5548
157	Martin W. & Judith D. Foreman			34 E Sola St	Santa Barbara	CA	93101-6503
158	N & R Diamond Ents			3917 Corbin Ave	Tarzana	CA	91356-5618
159	Liliana D. Lakich		704 Traction Ave	704 Traction Ave	Los Angeles	CA	90013-1814
160	Muramoto Jack & Hiroko & Trust			1590 Rolling Hill Dr	Monterey Park	CA	91754-4627
161	Rollins Llc Rollins			11755 Wilshire Blvd Ste 1400	Los Angeles	CA	90025-1538
162	Michael J. Kamen		837 Traction Ave Ste 400	837 Traction Ave Ste 400	Los Angeles	CA	90013-1868
163	Seawind Ipr		9190 W Olympic Blvd # 222	9190 W Olympic Blvd # 222	Beverly Hills	CA	90212-3540
164	Foc Electronics Inc		828 Traction Ave	828 Traction Ave	Los Angeles	CA	90013-1816
165	Traction Avenue Loft Associations		929 E 2nd St Apt 101	929 E 2nd St Apt 101	Los Angeles	CA	90012-4337
166	Foc Electronics Inc		555 S Los Angeles St	555 S Los Angeles St	Los Angeles	CA	90013-1419

167	Richard Taminosian		836 Traction Ave	836 Traction Ave	Los Angeles	CA	90013-1816
168	Shun M. & Cecilia S. Lee			4123 Mount Baldy Rd	Claremont	CA	91711-1408
169	Building Llc Binford			Po Box 41927	Kansas City	MO	64141
170	Fok			327 Mangrove Way	Walnut Creek	CA	94598-3832
171	Art Building Vignes			9021 Melrose Ave Ste 202	West Hollywood	CA	90069-5691
172	Fansteel Inc		1033 Alhambra Ave	1033 Alhambra Ave	Los Angeles	CA	90012-2929
173	Phoenix Aerospace Corp			1 Tantalum Pl	North Chicago	IL	60064-3314
174	Nam S. Kim			2268 Firestone Blvd	Los Angeles	CA	90002-1546
175	Montakan Mathiyakom		1100 N Main St	1100 N Main St	Los Angeles	CA	90012-1872
176	Chatwadee Sangsri			718 Luring Dr	Glendale	CA	91206-1643
177	Los Angeles County Metropolitan Transportation Authority		425 S Main St	425 S Main St	Los Angeles	CA	90013-1310
178	Maier Brewing Company			100 Shoreline Hwybldg B-39	Mill Valley	CA	94941
179	Main Alameda			1950 N Stemmons Fwy	Dallas	TX	75207-3107
180	Terry Charles & Trust			754 Hampton Rd	Arcadia	CA	91006-2003
181	Bert Potter		430 Bauchet St	430 Bauchet St	Los Angeles	CA	90012-2907
182	Lam			1338 Balmoral Dr	Glendale	CA	91207-1149
183	Kenneth & Wanda Jung	Wanda Kenneth & Jung /tr	3018 Surry St	3018 Surry St	Los Angeles	CA	90027-2519
184	Metropolitan Water District		700 N Alameda St	700 N Alameda St	Los Angeles	CA	90012-2944
185	U.S. Government		900 N Alameda St	900 N Alameda St	Los Angeles	CA	90012-2904
186	Chow Mark & N Trust		900 Avila St	900 Avila St	Los Angeles	CA	90012-2905
187	Frank B. Gonzales			22540 Rolling Hills Ln	Yorba Linda	CA	92887-2713
188	Shiu L. & Wai K. Kwan		717 N Broadway	717 N Broadway	Los Angeles	CA	90012-6115
189	Llc Skz		500 Molino St Ste 300	500 Molino St Ste 300	Los Angeles	CA	90013-2273
190	Moeller Roger D & Trust			17842 Mirchell N # 100	Irvine	CA	92614
191	Mark F. & Norma C. Chow	Wu Philip S & Rosina	900 Avila St	900 Avila St	Los Angeles	CA	90012-2905
192	Catellus Development Corporation		800 N Alameda St	800 N Alameda St	Los Angeles	CA	90012-2902
193	Catellus Development Corporation			201 Mission St	San Francisco	CA	94105-1831
194	Los Angeles City		837 Lyon St	837 Lyon St	Los Angeles	CA	90012-2910
195	Los Angeles County Metropolitan Transportation Authority		530 Ramirez St	530 Ramirez St	Los Angeles	CA	90012-2926
196	Chow Mark F & Norma C & Family Trust		900 Avila St	900 Avila St	Los Angeles	CA	90012-2905
197	Chow Mark F & Norma C & Family Trust			Po Box 80454	San Marino	CA	91118-8454
198	Bert Potter		430 Bauchet St	430 Bauchet St	Los Angeles	CA	90012-2184
199	Hrdlicka Raymond W			40087 Mission Blvd # 387	Fremont	CA	94539-3680
200	Shiu L. & Wai K. Kwan			1347 S El Molino Ave	Pasadena	CA	91106-4309
201	Los Angeles Postal Employees Welfare	Recreational Committee	1081 N Vignes St	1081 N Vignes St	Los Angeles	CA	90012-2930

CEQA/NEPA ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Los Angeles Union Station Run-Through Track Project

2. Lead Agency Name and Address:

California Department of Transportation District 7
120 South Spring Street
Los Angeles, California 90012

3. Contact Person and Phone Number:

Gary Iverson
California Department of Transportation District 7
Environmental Planning Division
120 South Spring Street
Los Angeles, California 90012
213-897-3818

4. Project Location:

Los Angeles Union Station (LAUS), also known as Los Angeles Union Passenger Terminal, is located at 800 N. Alameda Street, Los Angeles, California 90012, in the northeast section of downtown Los Angeles.

LAUS serves intercity Amtrak service, commuter Metrolink, subway Metrorail, and several local transit bus lines including MTA and downtown DASH shuttles. The proposed project would extend two tracks south of their current terminus on an aerial structure, over the Hollywood Freeway (U.S. 101), through a commercial/industrial area between US 101 and 1st Street, and connect to main line tracks on the west side of the Los Angeles River.

The general study area boundaries (project site) are Main Street and Alameda Street to the west, Leroy Street and railroad tracks (Mission Tower) to the north, the Los Angeles River to the east and 4th Street to the south (see Figure 1). The area of potential construction of the S-curve aerial structure is bounded by the Hollywood Freeway (U.S. 101) to the north, Alameda Street to the west, the Los Angeles River to the east and 1st Street to the south.

5. Project Sponsor's Name and Address:

Attn: Gary Iverson
California Department of Transportation District 7
Division of Environmental Planning
120 South Spring Street
Los Angeles, California 90012

6. General Plan Designation:

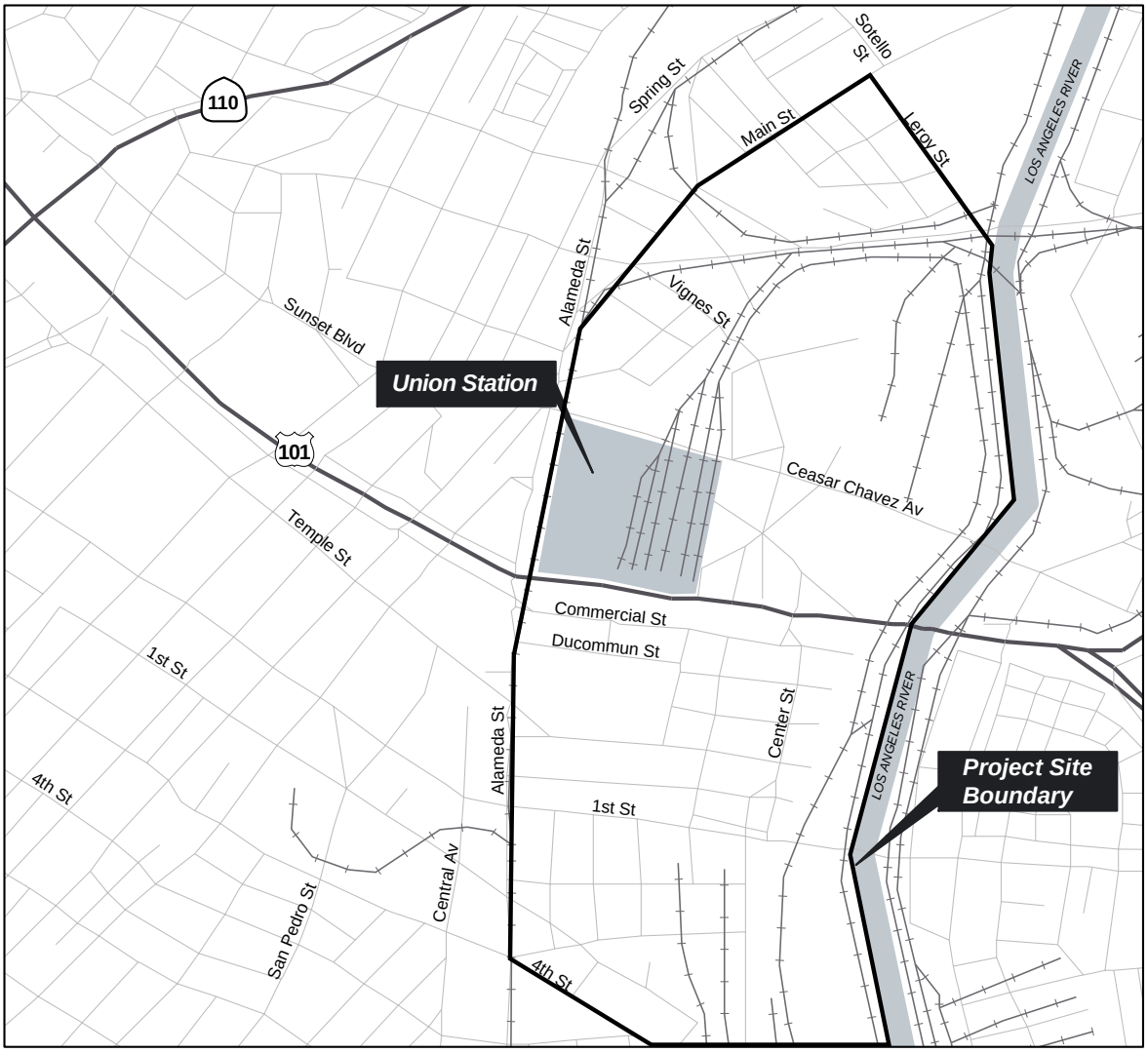
The City of Los Angeles General Plan Framework designates LAUS as being in a Regional Center in the Metro Center, a City of Los Angeles subregion. Regional Centers are a focal point of regional commerce, identity and activity containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Regional Centers are usually major transportation hubs.

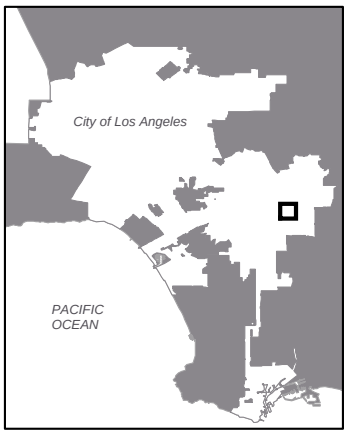
The Central City North Community Plan designates LAUS as a regional commercial land use and a cultural/historical site. The Central City North Community Plan designates several land uses within the project site. The designated land uses include: community commercial (height district 2), residential commercial, commercial industrial (height district 1), light industrial (height district 1), heavy industrial (height district 1), and public facilities.

7. Zoning:

Within the project site boundaries, the proposed area where the new run through tracks would be constructed has the following zone designations: Public Facilities (PF-1, PF-1XL), Commercial Manufacturing (CM-1), Heavy Industrial (M3-1, M3-2), and Commercial (C2-1, C2-2). As noted all zones are in Height Districts 1 and 2.

Figure 1: Project Location Map





Sources: U.S. Census Bureau, 1995; Myra L. Frank & Associates, Inc., 2002.

0 500 1,000 2,000 3,000 4,000 Feet

8. Description of the Project:

Los Angeles Union Station serves Amtrak inter-city trains and Southern California Regional Rail Authority intra-city (Metrolink) trains. The station includes ten tracks, served by five passenger platforms. The Metropolitan Transportation Authority (MTA) operates a subway system beneath Union Station, as well as a bus transfer facility on adjoining property.

Union Station is not located directly on main line tracks, but rather is accessed via a set of spur tracks. The spur is connected at its north end to four legs: north- and south-bound to the Burlington Northern Santa Fe (BNSF) main line on the west side of the Los Angeles River, southbound to the Union Pacific (UP) main line on the east side of the river, and eastbound to the UP main line to Alhambra. The current operation of the station requires trains to pull into the terminal and then reverse their direction of travel after unloading or loading passengers. Since both entering and exiting trains must pass through the same set of tracks to connect to the main line, they are subject to delays either at the station platforms or on the connecting tracks while awaiting a slot at the platforms.

The proposed Run-Through Track Project would extend two of the tracks southward from Union Station and provide a new connection into the BNSF main line on the west side of the river. This would allow some of the trains that use the station to avoid the pull in/back out situation. The primary candidates for this operational improvement would be Amtrak's *Pacific Surfliner* service, which operates north to south between San Luis Obispo and San Diego. There are currently 26 trains per day on this service, with an additional train on Friday from Los Angeles to San Diego. Amtrak plans to increase this service over time, such that by 2020 there would be 32 trains per day. In addition to the Amtrak service, some of the 100 Metrolink trains that use LAUS each weekday could use the run-through facility.

The south end of Union Station adjoins two roadways that are at a lower grade than the station's platforms. These are the El Monte Busway, which is a dedicated transitway that serves the MTA bus facility, and the U.S. 101 freeway. The proposed Run-Through Track Project would need to span over these two roadways and then traverse a developed urban area to connect to the main line. The area that would be traversed south of U.S. 101 is a mix of commercial and institutional land uses, with some scattered residential uses. The economic viability of this area is largely dependent on the use of its streets for truck activity. Accordingly, the Run-Through Project is envisioned to occur on elevated structure in order to minimize impacts to street operations.

In addition, the proposed Run-Through Project must be on an aerial structure to pass over the MTA's Red Line service tracks. Additionally, there are up to four BNSF freight tracks between the BNSF main line tracks and the Red Line service tracks that must be spanned. The service tracks connect from the subway platforms under Union Station to the MTA Red Line maintenance and storage yard facility that is located between 1st and 4th Streets. The service tracks emerge from below grade south of US 101, near the east end of Ducommun Street, and continue southward. As the Red Line tracks continue southward toward the MTA facility, they branch to form a 10-track storage yard, along with nine tracks serving the maintenance facility.

Overall, the Run-Through Project structure would form an S-curve, connecting at its north/west end to track platforms at Union Station and at its south/east end to some point along the BNSF main line in the vicinity of the 1st Street Bridge. The particular alignment and touchdown point on the main line are the focus of key decisions to be made in this study. A range of potential alignments has been developed that could be located in the area north of 1st Street. These alignments are being screened to identify potential engineering and environmental problems.

For the purposes of environmental analysis, a general study area has been defined within which all alignment variations and physical and operational changes would occur. That general study area is bounded on the north by Leroy Street, which coincides with the location of Mission Tower and where the connecting tracks to Union Station now link to the BNSF main line. The eastern boundary is the Los Angeles River, which adjoins the east side of the railroad right-of-way of the BNSF main line. The western boundary is Alameda Street/North Main. The southern boundary is 4th Street.

Within the general study area, the area of potential construction for the S-curve is between Union Station/US 101 and 4th Street. Within the boundaries of the Union Station complex, changes could occur related to the configuration of tracks and platforms, and to provide accessibility improvements. It is anticipated that platform number 2, serving track numbers 3 and 4 would be elevated about five feet as part of the Run-Through Project. Preliminary design work indicated that these tracks and their platform would need to be raised in order for there to be sufficient vertical clearance of the El Monte Busway, which is immediately adjacent to the south end of Union Station. Gaining additional vertical height within Union Station also enhances the ability to cross over the US 101 freeway. North of Union Station, there could be changes within railroad right-of-way, but no activities outside of the right-of-way are foreseen.

There are several current and planned transportation projects at and near Union Station with which the Run-Through Project must coordinate. These projects are:

- Reconfiguration of US 101 by Caltrans. This includes shifting lanes and entry/exit points.
- Eastside Light Rail Line by MTA. This includes an LRT bridge across the El Monte Busway and US 101, the LRT alignment along Alameda and 1 Street, LRT station on 1st Street, and service lead tracks currently planned along Ducommun Street.
- Completion of Gold Line Light Rail by MTA. This includes the Gold Line station platforms that will become operational in the summer of 2003.
- Widening of Commercial Street by City of Los Angeles.
- Widening of 1st Bridge by City of Los Angeles.
- Union Station circulation by Catellus. This includes internal circulation routes and proposed new access.

In summary, the Run-Through Project includes the following major elements:

- Track and platform changes at Union Station.
- Passenger accessibility improvements at Union Station.
- Bridge across El Monte Busway and US 101.
- Aerial structure connecting the Busway/101 Bridge to the BNSF mainline tracks in the vicinity of 1st Street Bridge.

These physical elements will be supported by:

- Operational impacts analyses for train services for both the construction period and for a forecast service horizon year of 2020
- Pedestrian impacts analyses for both the construction period and for a forecast service horizon year of 2020
- Environmental analyses to meet the requirements of the California Environmental Quality Act and the National Environmental Policy Act.
- Community outreach during the planning process and as required for the environmental process.

The total distance of the proposed tracks is expected to be less than 2 miles. The proposed tracks would be constructed at a height that provides for 16 feet, 6 inches of clearance over all roadways, 19 feet, 6 inches of clearance over the Eastside Light Rail Train line or its lead tracks, and 26 feet of clearance over the railroads. The proposed structure would be about six feet in depth (and thus added to the above stated clearances) but could be shallower or deeper depending on engineering considerations.

The proposed elevated structure would be constructed as either an “H” or “T” style elevated structure. These “H” and “T” designations describe the general style of the support structure extending from the base of the elevated tracks to the ground surface. Construction of the elevated track structure would involve placing the support structures for the elevated rail tracks above existing streets and parcels. Acquisitions of public and/or private parcels will be required, based on the selected alignment.

8. Surrounding Land uses and Setting:

The project area where construction would occur is comprised mainly of commercial and industrial uses. Scattered residential dwellings and lofts exist within parts of the proposed construction area. The portion of the project site located north of the Union Station terminus (extending to the northern boundary of Leroy St.) includes a concentration of public housing units. The Gold Line and Eastside Light Rail lines and bus routes are located within the project boundaries. The Hollywood Freeway (US 101) runs through the project site, just south of Union Station.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement).

- Federal Railroad Administration
- State Historic Preservation Office
- California Department of Transportation
- Los Angeles Metropolitan Transit Authority
- City of Los Angeles
- Federal Highway Administration
- Regional Water Quality Control Board
- BNSF Railroad

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below (☒) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒	Aesthetics	☒	Hazards & Hazardous Materials	☐	Recreation
☐	Agriculture Resources	☒	Hydrology/Water Quality	☒	Section 4(f) Resources
☒	Air Quality/Climate	☒	Land Use/Planning	☒	Transportation/Traffic
☐	Biological Resources	☐	Mineral Resources	☐	Utilities/Energy/Service Systems
☒	Construction	☒	Noise	☒	Mandatory Findings of Significance
☒	Cultural Resources	☒	Population/Housing/ Employment		
☒	Geology/Soils	☒	Public Services		

DETERMINATION: On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☐
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	☐
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☐
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	☒
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	☐

Gary Iverson 06/10/2002

Signature Date

Gary Iverson _____ California Department of Transportation District 7

Printed Name For

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

1. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

The proposed project site is located in a developed urban area. The topography of the project site is flat terrain. The proposed project site is comprised of existing commercial, industrial and residential (loft) buildings with heights equal or greater then the proposed elevated tracks. The tracks would have clearances of 16 feet 6 inches over roadways, 19 feet 6 inches over the Eastside LRT line, and 26 feet over the railroads. Consequently it is not expected that the proposed project would have a substantial adverse effect on any scenic vistas. Nonetheless, the EIR/S will evaluate the significance of the aesthetic changes that could result from implementation of the proposed project and will specifically discuss any adverse effects on possible scenic vistas.

b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

No state scenic highways are located within or near the project site. Consequently no adverse impacts would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐

Some of the potential project alignments would require demolition of existing buildings within the project boundaries. Many of the buildings within the project boundaries are commercial and industrial buildings with common features and styles. However, historical resources may exist along several of the proposed alignments and construction of elevated rail tracks through the area may impact the visual character or quality of these resources. If any historical resources are demolished in order to implement a proposed alignment, a significant visual impact would occur. Appropriate mitigation measures would be implemented to minimize any potential impacts. The EIR/S will address any potential impacts to the visual character or quality of the site and discuss possible mitigation measures to minimize any such impacts.

d) Create a new source of substantial light, glare, or shadows that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The proposed project would construct elevated rail tracks through the project site. It is not expected that these tracks would be a source of substantial light or glare that would adversely affect day or nighttime views since the commercial and industrial uses located within the project site currently limit any views in the area. There is a potential for shadows to be created along the selected alignment given the fact that the proposed project is an elevated structure. It is not expected that the proposed project would create any shadows that would adversely affect any day or nighttime views in the area. Nonetheless, the EIR/S will evaluate the significance of new sources of light, glare, or shadows that could result from construction of the proposed project and will specifically discuss any adverse effects on views.

e) Adversely affect wild or scenic rivers?	☐	☐	☐	☒

No wild or scenic rivers exist within or near the project site. Consequently no adverse impacts would occur.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

The proposed site does not contain any Prime Farmland, Unique Farmland or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

The project site is not zoned for agricultural use. Since there is no agricultural land on the project site a Williamson Act contract does not exist.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

The project site does not contain any Farmland. Consequently no conversion of Farmland would occur.

3. AIR QUALITY AND CLIMATE: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

Implementation of the proposed project is not expected to conflict or obstruct the implementation of any air quality plans. However, there may be temporary short-term construction impacts over this period; please see the response to question 3.b below. Implementation of the proposed project is expected to provide air quality benefits by reducing the time that trains idle at the station. Construction activities may create emissions in excess of SCAQMD standards, however mitigation measures would be implemented and these impacts would be short-term and intermittent. Operation impacts from emissions of trains using the proposed project would be short-term and intermittent throughout the project site since trains are not expected to remain idle on the elevated structure for any extended period of time.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐

The project is located in the South Coast Air Quality Basin, which does not meet several federal air quality standards (the Basin is designated a nonattainment area for ozone, carbon monoxide, and PM10 [particulate matter 10 microns or less in diameter]). Implementation of the proposed project may result in short-term air quality impacts due to construction activities. Given that construction activities would be limited in scope and duration, efforts will be implemented to minimize construction emissions, and any impacts would be short-term and intermittent. No significant impacts are expected to result from implementation of the proposed project. Implementation of the proposed project would decrease idling times of some trains at Union Station by approximately ten minutes. This reduction in idling time would help decrease the amount of emissions currently released from train engines thus creating a beneficial impact on air quality in the area. The EIR/S will evaluate the significance of potential local and regional impacts on air quality and identify feasible mitigation measures to reduce impacts identified as significant to

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

a less than significant level.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐

As noted above the proposed project would create a beneficial impact on air quality in the area by reducing idling times, thus emissions, of some trains at Union Station. The proposed project's cumulative contribution to regional air quality impacts is unknown at this point. The EIR/S analyses will also address the cumulative air quality impacts due to traffic generated by the project and related projects. Analysis will be conducted to determine if emissions from project generated traffic combined with background air pollutants would result in carbon monoxide "hot spots", (i.e. levels that exceed state or federal standards). Cumulative impacts due to construction of the proposed project and other related projects in the area that might be constructed concurrently will also be addressed.

d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐

Passengers using LAUS are currently exposed to pollutants from idling trains. Idling time is expected to decrease with construction of the proposed project. As such, residents located north of LAUS would experience a beneficial impacts as they would be exposed to less pollutants. However, as trains run through the proposed project site, the scattered residential units that exist within the project site boundaries could be a exposed to pollutants from the trains.

e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

During construction, fumes and odors from the operation of construction equipment powered by internal combustion engines and from the use of construction materials may be noticeable and annoying to persons in the immediate vicinity of the site. However it is not expected that a substantial number of people would be adversely affected and impacts would be short-term and intermittent.

Operation of the proposed project may produce odors from emissions from train engines. These may be noticeable and annoying to persons in the immediate vicinity of the site. However it is not expected that a substantial number of people would be adversely affected and any impacts would be short-term and intermittent as trains are moving through the area.

f) Result in changes in air movement, moisture, or temperature, or any climatic conditions?	☐	☐	☐	☒

The proposed project is not expected to result in any adverse changes in air movement, moisture, temperature, or any climatic conditions, since it does not appear to include any element of sufficient scale to affect these conditions.

4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	☐	☐	☒	☐

The proposed project site is primarily comprised of commercial and industrial use with scattered residential uses. It is not expected that any species identified as candidate, sensitive, or special status have habitats in the area.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

However, vacant lots or other potential habitats do exist within the project site. A biological field review will be conducted for the EIR/S to document the presence and locations of any native plant communities or wildlife habitat. The impacts of development of the elevated rail structure will be addressed in the EIR/S.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	☐	☐	☐	☒

Preliminary reviews do not indicate any riparian habitat or sensitive natural communities in this urbanized area.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

Preliminary reviews did not reveal the presence of any wetland areas. Consequently there would be no impacts.

d) Result in the introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	☐	☐	☐	☒

The proposed project does not include any elements that would introduce new species of plants into the area or result in a barrier to the normal replenishment of existing species.

e) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

Please see the response to 4(d) above.

f) Result in the introduction of new species of animals into an area?	☐	☐	☐	☒

Please see the response to question 4.d

g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policies or ordinances. The project site is comprised mainly of commercial and industrial uses with a few vacant lots scattered throughout the area.. Building and street landscaping does exist in the project site. If any trees or landscaping would be displaced by the proposed project, local policies and ordinances would be complied with.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

There would be no conflicts with any local, regional, or state conservation plans for the project area.

5. CONSTRUCTION. Would the project:				
a) Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	☐	☒	☐	☐

Construction activities could result in impacts such as increased noise, dust and traffic detours. The economic viability of this area is largely dependent on the use of its streets for truck activity, including access to loading facilities.

6. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☒	☐	☐

The project site is comprised mainly of commercial and industrial buildings with scattered residential uses. Several of these buildings may have historical significance. Some of the potential alignments for the project would require demolition of all or part of buildings within the project site. If any of these buildings is deemed to have a historical significance, demolition would cause a substantial adverse change to its character. Under such circumstances all feasible mitigation measures would be taken to avoid the use of or to preserve the historical significance of the building ("use" can be acquisition or indirect impacts of such magnitude that he historic integrity of the building is lost)The EIR/S will identify any potential historical resources and their significance and evaluate the project's impacts on these resources. Section 106 coordination will be conducted.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐

The project site is a developed urban area which overlays known and suspected resources. These have been previously disturbed by fill and construction. The EIR/S will discuss the existence of archaeological resources and the potential for uncovering these resources during construction. Provisions for unanticipated discoveries will be provided.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The project site is a developed urban area that has been previously disturbed. The potential for encountering paleontological resources will depend on the depth of excavations and geologic characteristics at the site. Further analysis and study will be conducted for the EIR/S to determine the potential for encountering and disturbing significant paleontological resources on the site.

d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Please see the response to Question 5.b. No cemeteries are located on the project site but the long history of occupation of the area increases the likelihood that human remains would be encountered. Further analysis will be conducted for the EIR/S. If human remains are identified onsite, all legally required procedures would be followed.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

7. GEOLOGY AND SOILS. Would the project				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

The site is not located within an Alquist-Priolo Special Studies Zone and there are no known mapped active earthquake faults that are located on or project through the project site. Therefore, ground rupture due to faulting is not considered a significant hazard at the site.

ii) Strong seismic ground shaking?	☐	☒	☐	☐

The proposed project site is located in the seismically active Southern California area. The significant active or potentially active faults that are closest to the site include the Hollywood and Raymond faults. The Hollywood fault is capable of generating a maximum earthquake magnitude of 6.4 on the Richter Scale. The Hollywood fault is approximately 4.4 miles north-northwest of the project site. The Raymond fault is capable of generating a maximum magnitude of 6.5 and is approximately 4.45 miles north-northeast of the project site. Other faults in the area include the Verdugo and Newport-Inglewood faults. Multiple known and unknown faults exist north, east and west of the site.

Historical quakes within 1.5 miles of the project site include a quake with a 3.5 magnitude on 5/23/96, a quake with a 3.1 magnitude on 3/12/74, and a quake with a 3.0 magnitude on 1/14/61.

Strong ground shaking at the project site can be expected to occur due to nearby and distant earthquakes during the life of the project. To mitigate the potential hazards posed by strong ground shaking due to earthquakes, the project structure will be designed in accordance with the latest seismic provisions of the California Building Code.

iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

The project site is not within an official Liquefaction Zone of the Hollywood 7½ Minute Quadrangle Seismic Hazard Zone Map. This map was issued on March 25, 1999, by the State Geologist, in compliance with the Seismic Hazard Mapping Act of 1990.

iv) Landslides?	☐	☐	☐	☒

The topography of the site and project area is flat. Therefore, landslides do not pose a hazard to the project site.

b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

The proposed project site is a developed area consisting of mainly commercial and industrial development. Excavation and grading required for the proposed project would expose soil to wind and water erosion during the construction period. Erosion control measures, including a storm water pollution prevention plan to be filed with the Regional water Quality Control Board would be implemented as part of construction.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

Excavation required to accommodate project structures would disrupt underlying soil. The EIR/S will: identify the soil and geologic characteristics of the site; describe the geologic character of the subsurface materials, including the location of fill; and identify potential impacts resulting from landform modifications required for excavation.

Excavation at the site is likely to require temporary construction of slopes and shoring. Sloughing of the surface and unstable soil zones could occur within temporary excavations if proper procedures are not followed. However, all earthwork and grading would meet the requirements of the State of California codes and would be performed in accordance with the recommendations in the geotechnical investigations conducted for the proposed project. All excavation and shoring systems would also meet the minimum requirements of the Occupational Safety and Health standards. Significant impacts are not anticipated when these regulatory requirements are met.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐

The proposed project site is developed with mainly commercial and industrial buildings. Expansive soils are not expected to be a significant hazard on the project site. However, geotechnical investigations will be conducted to determine whether expansive soils, as defined in Table 18-1-B of the Uniform Building Code, are located on the project site. The results of the investigations will be summarized in the EIR/S and measures to mitigate the hazards due to any expansive soils that might be present on the site will be identified.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

The proposed project would not include the use of septic tanks or alternative wastewater disposal systems.

f) Appreciably change the topography or ground surface relief features?	☐	☐	☒	☐

The proposed project includes an elevated structure, portions of which could be placed on retained fill. It is not anticipated that such fill segments would have adverse impacts on the area.

8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

The proposed elevated rail tracks would be used for passenger trains. It is not anticipated that freight trains transporting hazardous materials would travel on these elevated tracks. Routine maintenance of the proposed project may require the use of some hazardous chemicals or materials. The construction process may include the excavation and transport of hazardous materials. Any such materials would be properly stored, handled, and disposed of in accordance with all applicable laws. It is not anticipated that the proposed project would substantially increase the use of hazardous materials. The EIR/S will evaluate potential hazardous materials impacts in additional detail.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

Please see the response to 8(a) above.

c) Involve a substantial risk of an explosion in the event of an accident or otherwise adversely affect overall public safety?	☐	☐	☒	☐

As noted above the elevated rail passenger trains would use track structure. Freight or cargo trains would not be expected to use this elevated structure, which would reduce the risk of an explosion in the event of an accident. The proposed structure would be constructed and operated in a manner to ensure all feasible measures and precautions are taken to prevent any trains traveling on the elevated structure from derailing. The proposed project should not adversely affect overall public safety.

d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

Tracks to the north of LAUS currently pass within ¼ mile of an elementary school. The proposed project would decrease the number of trains using these tracks near the school. The proposed new construction is within ¼ mile of a private school at 3rd Street and Rose Street. The EIR/S will conduct a further analysis any associated impacts.

e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐

Hazardous materials sites are likely to be present due to the commercial and industrial land uses in the area. An electronic database search of listing maintained by federal, state, and local agencies of sites with knows or suspected hazardous material contamination, use of hazardous or toxic materials and regulated wastes, discharge or spillage incidents, discharge permits, landfills, and storage tanks will be conducted for the EIR/S.

f) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

The project site is not located within an airport land use plan or within 2 miles of an existing airport.

g) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

The project site is not located within an airport land use plan or within 2 miles of a private airstrip.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

Implementation of the proposed project should not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan since the proposed facility would be elevated and pass over local streets.

i) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

The project site is an urban developed area and is not located near any wildlands or forested areas that could pose a hazard in the event of a fire.

9. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐

The proposed project is an elevated rail track structure. Implementation of the proposed project should not generate substantive amounts of wastewater or runoff. It is anticipated that runoff would need to be collected, treated, and discharged to city sewers.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐

The project would not require the use of groundwater. Construction could require de-watering of pier sites. Implementation of the proposed project would not significantly increase the amount of impervious surfaces since the project is an elevated structure. The project site is largely paved and is not a recharge area. Significant changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff is not anticipated.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒

Drainage from the elevated structure is anticipated to be collected, treated and discharged to city sewers. Existing drainage patterns of the site would not be substantially altered, nor result in substantial erosion or siltation on- or off-site.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☐	☒

Please see the response to 9© above. Implementation of the proposed project would not impede the flow of the Los Angeles River, which is the eastern boundary of the project site, nor alter the present course of the river.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐

Please see the response to 9(a) above. The amount of runoff captured is not expected to exceed available capacity. The EIR/S will address this issue in additional detail.

f) Otherwise substantially degrade water quality?	☐	☐	☒	☐

Please see the response to question 9(e). No other impacts to water quality are anticipated due to implementation of the proposed project.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒

The proposed project does not contain a housing component. The eastern boundary of the project site is the Los Angeles River, which is designated as a 100-year flood zone.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐

The eastern boundary of the project site is the Los Angeles River, which is designated as a 100-year flood zone. The elevated structure would connect to existing rail tracks that run adjacent to the river. The project is not expected to impede or redirect flood flows. The EIR/S will include an evaluation of potential impacts to the 100 – year flood plain.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒

The proposed project is an elevated structure. It would not expose or structures to a significant risk of loss, injury, or death involving flooding or dam failure.

j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

The project site is approximately 13 miles inland from the Pacific Ocean. No hills or large lakes are located in the vicinity of the project. Consequently, inundation by seiche, tsunami, or mudflow is unlikely to occur and should not pose a significant hazard to the site.

10. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐

Some of the potential alignments may require demolition of some structures/buildings located with the project site. Selection of alternative alignments for the proposed project would take this impact into consideration during the environmental screening process. Due to the elevated design of the project the commercial and industrial functions of the area would continue to remain intact. Consequently the proposed project is not expected to divide an established community. The EIR/S will include an assessment of community impacts.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

The proposed project appears to be consistent with local plans and policies. Zoning within the project site includes public facilities, commercial, commercial manufacturing, and heavy industrial. The EIR/S will discuss in additional detail any applicable land use plans and policies.

c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	☒

The proposed project site is comprised mainly of commercial and industrial uses. As such the project is not expected to conflict with any applicable habitat conservation plan or natural communities conservation plan. The proposed project should have not effect on the Los Angeles River.

d) Cause disruption of orderly planned development?	☐	☐	☒	☐

Proposed alignments for the elevated structure may require acquisition and demolition of existing buildings within the project site. Related projects and development are planned within the project area. Potential alignments that would disrupt a planned development at Mangrove Estates have been screened out. The EIR/S will discuss in detail any disruption that may occur as a result of selected alignments for the proposed project.

e) Adversely affect lifestyles, or neighborhood character or stability?	☐	☐	☒	☐

The project site is comprised primarily of commercial and industrial uses. Scattered residential dwellings do exist in the project site. Given the zoning and existing land uses in the project site, construction of the elevated track structure is not anticipated to significantly affect lifestyles, neighborhood character, or stability throughout the site. The project would maintain the commercial and industrial character of the site. While residential dwellings do exist, impacts to these dwellings would be taken into consideration during the environmental screening process to select feasible alignments. The EIR/S will address impacts that may occur to the lifestyle of residents located within the project area.

f) Adversely affect property values or the local tax base?	☐	☐	☒	☐

The project site is comprised mainly of commercial and industrial properties. Implementation of the proposed project is not expected to adversely affect property values or the local tax base except for properties that may need to be acquired and which might not be able to be relocated within the City. The economic viability of this area is largely dependent on the use of its streets for truck activity and it is not anticipated that any truck routes or streets would be affected to an extent that would significantly reduce current truck activity. Access impacts may occur during construction of the proposed project, but they would be short-term and intermittent. The EIR/S will discuss impacts or changes to property values or the local tax base that would result from implementation of the proposed project.

11. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

The project would not result in the loss of availability of a known mineral resource that would be of value to the

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

region and the residents of the state.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Please see the response to 11(a) above.

12. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐

Construction activities would result in temporary, intermittent high noise levels that could be annoying to pedestrians, residents, and workers in the vicinity. Impacts to noise-sensitive receptors could be significant depending on the duration of construction activities and the extent of potential noise level increases.

Implementation of the proposed project could also result in increases in noise levels as a result of new rail routes through the project site. It is expected that the elevated track structure would have steady use throughout the day. However it is not expected that trains would be traveling at full speed through the entire alignment. It should be noted that the proposed run-through track will become part of the interstate rail network and would thus be exempt from local noise ordinances. The EIR/S will identify noise-sensitive locations, future noise levels with and without the project and any necessary mitigation (per FRA standards).

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐

Construction activities, including trucks traveling to and from the project site, could generate groundbourne vibration and noise. However, construction impacts would be temporary and short-term. Additionally, the most noticeable groundbourne vibration/noise increases are likely to be limited to pile-driving.

Operational activities may also generate groundbourne vibration or noise. The speed and weight of trains traveling on the elevated structure would directly affect the amount of groundbourne vibration or noise generated. As such the elevated structure would be designed and constructed to minimize possible groundbourne vibration and noise. As noted above any vibrations or noise generated would be short-term and intermittent at any given point in the project site since the trains would be moving and not idle. The EIR/S will discuss any impacts related to the generation of groundbourne vibration or noise. Any mitigation measures would be governed by FRA procedures

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐

Please see the response to question 12(a).

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐

Please see the response to question 12(a).

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The proposed project site is not located within an airport land use plan or within 2 miles of a public use airport.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The proposed project site is not located within an airport land use plan or within 2 miles of a private airstrip.

13. POPULATION, HOUSING, AND EMPLOYMENT. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

The proposed project may indirectly induce population growth in the area by creating easier and quicker access to downtown Los Angeles and surrounding areas. It is not anticipated that these increases would be inconsistent with local land use plans and population projections. It is also not expected that the proposed project would induce substantial population growth in and of itself; such growth is governed by market forces that are beyond the scope of the proposed project. An analysis of population growth related to implementation of the proposed project will be addressed in the EIR/S.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

The proposed project site does contain scattered residential housing mixed among the commercial and industrial uses. Impacts to the residential dwellings within the project site were taken into consideration during the environmental screening process of the alternative alignments such that feasible sets doe not require the acquisition of residential properties. The project is not expected to displace existing housing to an extent necessitating the construction of replacement housing elsewhere.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Please see the response to 13(b) above.

d) Adversely affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?	☐	☐	☐	☒

While most of the use with in the project site is commercial and industrial, scattered residential housing does exist. These residential units are primarily comprised of artist's lofts and other similar residential demographics. It is not anticipated that the proposed project would adversely affect minority, elderly, handicapped, transit-dependent, or other specific interest groups as noted in 13(b), the list of feasible alternative alignments developed for the project does not require the acquisition of residential property. The EIR/S will describe the residential demographic and address any impacts that may occur through implementation of the proposed project.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Adversely affect employment, industry or commerce, or require the displacement of businesses or farms?	☐	☒	☐	☐

The proposed project may require acquisition of parcels and buildings within the project site to accommodate a selected alignment. Some businesses may be displaced. Relocation assistance would be provided to help minimize any adverse affects resulting from acquisition of property.

The economic viability of this area is largely dependent on the use of its streets for truck activity and it is not anticipated that any truck routes or streets would be affected to an extent that would significantly reduce current truck activity. Access impacts may occur during construction of the proposed project; however they would be short-term and intermittent. The EIR/S will discuss impacts on employment, industry, commerce or the displacement of businesses within the project vicinity.

14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☒	☐	☐

Construction activities may create temporary street closures and traffic detours. This may impact emergency response times, however these impacts would be short-term and temporary. It is anticipated that a Traffic Management Plan for the construction period would include provisions for maintaining adequate alternate access.

Implementation of the proposed project is not expected to increase the demand for fire and police protection services so as to require new or expanded facilities. The proposed project is an elevated structure, as such it is not expected that response times or other performance objectives of any public services in the project site would be significantly affected.

The elevated structure may traverse or run above existing street routes. The structure would be constructed to allow adequate height clearance for emergency vehicles and it is not anticipated that the proposed project would interfere with current emergency routes or street traffic. Depending on the selected alignment and design of the proposed project, access to building, specifically by the fire department's ladder trucks, may be limited, creating an adverse impact. The EIR/S will address in additional detail these impacts to public and emergency services.

b) Police protection?	☐	☐	☒	☐

Please see the response to 14(a) above.

c) Schools?	☐	☐	☒	☐

Implementation of the proposed project would not directly generate significant increases in student enrollment in the Los Angeles Unified School District since it would not include new housing for the general population. However, the proposed project may indirectly induce population growth in the area (Please see the response to question 13(a)) which would result in new students being introduced into the local schools. Any increase in students resulting from the project is not expected to be substantial enough to require new or expanded facilities. No LAUSD schools exist within the project site.

d) Parks?	☐	☐	☐	☒

There are no dedicated parks located with the project site. A planned trail along the Los Angeles River would not be affected.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Other public facilities?	☐	☐	☐	☒

The proposed project is not expected to adversely affect any other public facilities.

f) Adversely affect or interfere with the provision of police, fire, emergency, or other public services?	☐	☒	☐	☐

Please see the response to question 14(a).

15. RECREATION.				
a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

The proposed project may increase travel to the area. Increased travel would increase the use of recreational facilities such as the Olvera Street complex or the Japanese Museum. However this increase is not expected to substantially accelerate the physical deterioration of such facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities.

16. SECTION 4(F) RESOURCES. Would the project:				
a) Result in the use of any publicly owned land from a park, recreation area, or wildlife and waterfowl refuge or historic property?	☐	☒	☐	☐

No parks, recreation areas, or wildlife and waterfowl refuges exist within the project site. LAUS is a National-Register listed property. The project will include a section 4(f) use of LAUS. Other properties in the project site may be historic and could be subject to 4(f) use. The EIR/S will include a Section 4(f) evaluation.

17. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐

The proposed project is an expansion of the passenger railroad system. Consequently, this expansion is expected to increase passenger travel on the railways, which may decrease traffic in the area, a beneficial impact. Additional local traffic to and from LAUS may occur.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐

Please see the response to 17(a) above.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

Implementation of the proposed project would not change air traffic patterns or volumes.

d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e. g. farm equipment)?	☐	☐	☒	☐

Implementation of the proposed project would not include any dangerous design features or incompatible uses that would substantially increase hazards. While the proposed elevated structure may traverse or run above existing street routes, adequate height clearance will be provided and it is not expected to interfere with existing street traffic.

e) Result in inadequate emergency access?	☐	☒	☐	☐

Please see the response to question 14(a).

f) Result in inadequate parking capacity?	☐	☐	☒	☐

It is not anticipated that the proposed project would result in inadequate parking capacity within the project site. Implementation of the proposed project may increase rail travel originating from Union Station. This could create more vehicle trips to Union Station and possibly increase the demand for parking demand. The EIR/S will provide an analysis of parking demand that may occur at Union Station as a result of implementation of the proposed project.

g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Implementation of the proposed project would not conflict with adopted policies supporting alternative transportation. The project would promote and support any such polices since it is an expansion of railroad passenger service.

18. UTILITIES, ENERGY, AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐

Please see the response to 9(e).

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

Please see the response 9(e).

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

Please see the response to question 9(e).

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒

Minimal water uses may be needed during construction, however this demand would be short term and temporary. Implementation of the proposed project is not expected to require new or expanded entitlements and resources.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

Please see the response to question 17(a).

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐

Existing landfills are expected to have adequate capacity to accommodate the incremental increase in waste generation from demolition and construction activities. Implementation of the proposed project would generate minimal solid wastes.

g) Comply with federal, state, and local statutes and regulations related to solid waste and litter control?	☐	☐	☒	☐

Implementation of the proposed project will comply with federal, state, and local statutes and regulations related to solid waste and litter control.

h) Result in the increase use of fuel or energy in large amounts or in a wasteful manner?	☐	☐	☒	☐

Implementation of the proposed project is not expected to result in the increase in the use of fuel or energy in large amounts or in a wasteful manner. Construction activities would require the use of fuel and energy to power construction vehicles and machinery. However, these activities would be temporary, thus no significant impacts are anticipated.

Upon completion of the elevated rail track structure increased rail service may be introduced to the area. As such increase service would require additional fuel and energy. However, current idling times are expected to drop by approximately 10 minutes for trains that travel these run through tracks. This decrease in idling time would decrease the amount of fuel and energy used. Consequently, no significant impacts are anticipated. The EIR/S will discuss in further detail fuel and energy consumption.

i) Result in an increase in the rate of use of any natural resource?	☐	☐	☒	☐

Please see the response 18(h).

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
j) Result in the substantial depletion of any nonrenewable resource?	☐	☐	☒	☐

Please see the response to question 18(h).

k) Adversely affect or interfere with the provision of public utility services?	☐	☐	☒	☐

The project site contains overhead power lines and underground utilities throughout the entire site. Construction of the proposed elevated structure may require the movement of some power lines or underground utilities, depending on the selected alignment. This may cause a temporary disruption in service to businesses in the vicinity. No significant impacts to public utility services are anticipated. The EIR/S will discuss impacts on public utility services.

19. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

The proposed project should not degrade or have adverse effects on the natural environment. Depending on selected alignment alternatives, the proposed project may require the demolition or alteration of historical buildings/resources located within the project site. If a historical resource is adversely affected, mitigation may be necessary. The EIR/S will provide further analysis to impacts on historical resources within the project site and possible mitigation.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐

Impacts to air quality may occur in certain areas of the project site during construction activities. Train emissions are expected to be reduced in the area due to decreased idling times at Union Station. It is not expected that emissions would have a cumulative negative impact in to air quality.

The cumulative impacts of this and other transportation projects in the immediate area may be cumulatively considerable.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Depending on selected alignments, business and persons may be displaced. The project site could experience strong seismic ground shaking in the event of an earthquake on a nearby fault that could pose a threat to travelers. However the proposed project would be constructed in accordance with applicable building codes to reduce potential seismic/geologic risks to an acceptable level.

Also, please see the response to question 19(b).

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	☐	☐	☐	☒

The project is not expected to create a disadvantage to long-term environmental goals. The proposed project may result in beneficial impacts to traffic in the region if rail travel is increased which would create a long-term beneficial impact to air quality.